

Message Text

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ORIGIN EB-08

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C O N F I D E N T I A L STATE 100801

USOECD, EXCON

E.O. 11652: XGDS-1

TAGS: ESTC, COCOM, FR

SUBJECT: APPROACH TO FRENCH ON IL 1362 - VIBRATION

REF: A) PARIS 10731 B) STATE 64448 C) COCOM DOC. REV
(74)1362/9

1. REVIEW OF PAST DISCUSSIONS OF IL 1362 SUGGEST THAT
WE ARE UNLIKELY TO BE ABLE TO COMPLETELY SATISFY THE
FRENCH UNLESS WE HAVE A BETTER IDEA OF THEIR PRECISE
OBJECTINS. NEVERTHELESS, WE DO BELIEVE THAT THE FRENCH
SHOULD BE APPROACHED. RE THE POINTS RAISED IN REF (A):

(A) ADMINISTRATIVE EXCEPTIONS PROCEDURES. IF THE
FRENCH BELIEVE THAT THEIR OBJECTIONS COULD BE MET BY
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MEANS OF AN AEN, WE BELIEVE THAT THEY SHOULD PROPOSE
LANGUAGE. WE CAN NOT OF COURSE SAY WHETHER IT WOULD BE
ACCEPTABLE TO US BUT IT WOULD HELP US IN OUR CONSIDERATION
OF THIS ITEM.

(B) BROCHURES AND DATA SHEETS. THESE WOULD BE TRANSMITTED
WITH OUR LIST REVIEW SUBMISSION. BY REFERRING TO THE

SPECIFIC ITEMS IN THE UK TRANSACTION (COCOM DOC. (77)597), WE HOPE TO GET THE BALL ROLLING, NOT TO PROVIDE A DEFINITIVE TREATISE. IT WOULD ALSO INDICATE TO THE FRENCH THAT WE CONSIDER THIS EQUIPMENT ALREADY EMBARGOED (UNDER THE "ANCILLIARY EQUIPMENT" PROVISIONS IN THE PRESENT IL 1362).

(C) FYI: ITEM COVERAGE. BRITISH CASE IS EMBARGOED UNDER SUB-ITEM 3(REF C). WE INTERPRET SUB-ITEM 1 TO EMBARGO TESTING SYSTEMS BASED ON THRUSTER PERFORMANCE. IF THE BRITISH THRUSTER HAD EXCEEDED 13,500 LBS, IT WOULD HAVE BEEN ALSO EMBARGOED UNDER SUB-ITEM 1. BECAUSE THE BRITISH THRUSTER FALLS WITHIN THE PARAMETERS DEFINED ACCEPTABLE IN OUR PROPOSED DEFINITION" THE SYSTEM MUST BE EXAMINED TO DETERMINE IF IT WOULD EMBARGOED UNDER THE TERMS OF SUB-ITEM 3, WHICH IN FACT APPLIES BECAUSE OF THE USE OF DIGITAL TECHNIQUES. SUB-ITEM 3 WOULD EMBARGO AS WELL INDIVIDUAL, SPECIALLY- DESIGNED SYSTEM COMPONENTS SHIPPED WITHOUT A THRUSTER, SUCH AS THE SPECIFIC COMPONENTS OF THE BRITISH CASE LISTED IN REF (B) PARA 3. THE PRUPOSE OF THE LISTING WAS TO DISTINGUISH BETWEEN THE ITEMS WHICH WOULD GENERALLY BE CONSIDERED GENERAL PURPOSE AND THUS NOT EMBARGOED UNDER THE "SPECIALIZED ANCILLIARY, ETC." LANGUAGE OF THE U.S. PROPOSAL (OR UNDER THE EXISTING IL 1362 DEFINITION) AND ELEMENTS OF THE TRANSACTION WE DO CONSIDER SPECIFICALLY CONFIDENTIAL

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COVERED BY THE DEFINITION.

2. REVIEW OF THE FRENCH POSITION DURING THE DEBATES ON THE REDEFINITION OF IL 1362 SUGGEST THAT THE FRENCH WISH TO BASE COVERAGE ENTIRELY ON THRUSTER POWER. THIS GIVES US PROBLEMS. FIRST, THRUSTER POWER IS ONLY ONE ASPECT OF OUR CONCERNS (AND PROBABLY NOT THE MAJOR ONE AT THAT). OUR MAJOR CONCERN IS SYSTEM CAPABILITY WHICH IS DERIVED LARGELY FROM THE USE OF DIGITAL TECHNIQUES FOR THE ANALYSIS AND PROCESSING OF THE INFORMATION RECEIVED FROM THE TEST. THERE IS NO NECESSARY INTRINSIC STRATEGIC DIFFERENCE BETWEEN THE ANALYTICAL TECHNIQUES USED TO PROCESS THE RESULTS OF A SYSTEM INCORPORATING A 2000 LBS. THRUSTER AND ONE INCORPORATING A LARGER THRUSTER. THUS, ACCEPTING AEN TREATMENT OF VIBRATION TEST SYSTEMS UNDER 2000 LBS. (AS THE FRENCH APPARENTLY WANT) WOULD CREATE A LOOPHOLE. BESIDES, MODAL SURVEY TECHNIQUES, WHICH EMPLOY MANY SMALL THRUSTERS, REPRESENT ONE OF MOST STRATEGIC TYPES OF SYSTEMS AVAILABLE. HERE, THOUGH, WE DO NOT MEAN TO EMBARGO THE INDIVIDUAL SMALL THRUSTERS OR TRANSDUCERS (PICK-UP DEVICES) BUT TO CATCH VIBRATION TEST SYSTEMS BASED ON TOTAL SYSTEM PERFORMANCE.

3. OUR IDEA IN APPROACHING THE FRENCH WAS NOT TO
ATTEMPT TO NEGOTIATE A NEW IL 1362 DEFINITION. IT WAS
AND REMAINS AN EFFORT TO INSURE A SUCCESSFUL CONCLUSION
ON IL 1362 IN THE LIST REVIEW.
CHRISTOPHER

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